

AID FOR BUILDING PARSONAGES.—By the Act (1 & 2 Victoria, cap. 106) entitled, "an Act to abridge the holding of benefices in plurality, and to make better provision for the residence of the clergy," the bishop, on a voidance of benefice not having fit house of residence, is authorised to raise money to build one, by mortgage of glebe, &c., for thirty-five years. By the same Act, the governors of Queen Anne's bounty are authorised to lend money for the same purpose, i. e. a clergyman wishing to build, is permitted to borrow (of the governors) three years' income (or four with permission of the diocesan), at four per cent. to be repaid by the living in thirty years, by a sum diminishing every year. Of this Act, which extends to 133 sections, thirteen are occupied with this subject.

Tenders.

For St. Marks Church, St. John's Wood, as delivered on Saturday last; Mr. C. Norris, architect:—

Cuthell	£8,494
Grimdell	8,607
Barton	8,616
Kelk	8,660
Winsland	8,708
Jay	8,773
Hicks	8,894
King	9,633

NOTICES OF CONTRACTS.

[We are compelled by the interference of the Stamp Office to omit the names of the parties to whom tenders, &c., are to be addressed. For the convenience of our readers, however, they are entered in a book, and may be seen on application at the office of "The Builder," 3, York-street, Covent-garden.]

For the execution of Works on the Dundalk and Enniskillen railway, being a distance of ten miles.

For the execution of works on the Manchester South Junction and Altringham Railway, in two parts: 1, being a distance of $1\frac{1}{2}$ mile; 2, being a distance of $7\frac{1}{2}$ miles.

For the execution of Works on the Manchester and Birmingham Railway in 2 parts: 1. The Ashton Branch, being a distance of about $4\frac{1}{2}$ miles. 2. The Macclesfield branch, being a distance of about 30 chains, including a tunnel of 330 yards in length.

For supplying the Leeds and Thirk Railway Company with 100,000 Railway Sleepers.

For the execution of works on the East Lancashire Railway, viz., the Accrington Contract, being a distance of about 8 miles.

For the execution of that portion of the Newcastle and Berwick Railway, extending from Netherthorpe to Tweedmouth, being a distance of about 53 miles. To be let in four contracts.

For the execution of the Works between Shipley and Keighley for the Leeds and Bradford Railway Extension. They include the Fencing, Earthwork, and Masonry, roads and permanent way. In length about $7\frac{1}{2}$ miles.

For the supply of 3,000 Tons of Malleable Iron Rails, and 1,000 Tons of Cast-iron Chairs, to the Huddersfield and Manchester Railway and Canal Company.

For the supply of 1,700 Tons of Wrought-iron Rails; 2,000 Tons of best Yellow Pine Timber, and 21,000 Beech Sleepers; 100 Sets of Wrought-iron Wheels, to the Cork and Bandon Railway Company.

For the execution of the Works, in two divisions, of the Dublin and Belfast Junction Railway. The first division being a distance of 8 miles and about 44 yards; the second division being a distance of 8 miles and about 1,453 yards.

For the supply of about 4,000 Tons of Rails for the Edinburgh and Northern Railway.

For the supply of about 1,000 Tons of Railway Chain for the Edinburgh and Northern Railway.

For the rebuilding the Eastern Wall of the chancel of the parish Church of Belfon, in the Isle of Arboime.

For the erection of several fourth-rate Cottages in the neighbourhood of London.

For the supply of 60,000 Memel or Red Pine Sleepers, and 120,000 of Larch, Scotch Fir, or Pine, according to specification, for the Dublin and Belfast Junction Railway.

For the execution of the Richmond Branch of the Great North of England Railway.

For repairing the Footways of the Streets and Public Places within the liberty of the Bishop of Winchester, Manor of Southwark on the Clink, for one, two, or three years.

For the execution of Works on the Syston and Peterborough Railway, in 2 parts: part 1 being a distance of about $9\frac{1}{2}$ miles; part 2 being a distance of about 12 miles.

For certain Glazier's Work, to be done at the Workhouse of the Whitechapel Union.

For supplying the Liverpool and Bury Railway Company with Sleepers, conformable to specifications.

For supplying the Parish of Christ Church, Surrey, with Guernsey Granite of the best quality, and broken to a two-inch ring.

For the execution of works on the Leeds, Dewsbury, and Manchester Railway, viz., the Churwell Contract, being a distance of about $2\frac{1}{2}$ miles.

For the execution of a portion of the Edinburgh and Northern Railway, being a distance of about 8 miles; to be estimated for in two lots.

For supplying the Eastern Union Railway Company with 8 First Class, 12 Second Class, and 8 Third Class Carriages; to run on six wheels, the gauge being 4 feet 8 $\frac{1}{2}$ inches.

For the Erection of Stone Booking-offices for Sheffield and Manchester Railway Company.

For supplying 15,000 Sleepers of Larch, 7 feet 6 inches long, and 7 feet 3 $\frac{1}{2}$ inches at the 7 feet end; to be delivered at the Menai Bridge small-head, within the next four months.

APPROACHING SALES OF WOOD, &c. BY AUCTION.

At Heytesbury, Wilts: about 4,000 feet of 1-inch and $\frac{3}{4}$ -inch Oak Boards; 1,200 of 1-inch, $1\frac{1}{2}$ -inch, and $1\frac{1}{2}$ -inch Oak Quarter Board; from 2,000 to 3,000 feet of Elm, Ash and other Board of various thickness; 900 feet of 2, 3 and 4-inch Oak Plank; 3,000 feet of Oak, Ash, and Elm Quarter and Plank, from $2\frac{1}{2}$ to 4-inches thick.

In the brick fields adjoining the road from Folkstone to Cherrington: 56 clamps of Bricks, containing about 3,000,000.

At Redminster: 20,000 feet of prime, well-seasoned Oak Plank, varying from 2 in. to 4 in. thick; a few logs of Cedar and Pine, &c.

At 57, Worship-street, Shoreditch; 3,000 feet of very fine Spanish Mahogany Boards; 6,000 feet of Spanish Mahogany, in Planks, Boards, and Squares; 3,000 feet of fine Wainscot; a quantity of Rosewood, Bird's-eye Maple, &c.

TO CORRESPONDENTS.

"H. McCormac, M.D.," next week; we offer thanks.

"Mr. P." will see we have availed ourselves of his communication.

"A. M."—We will look to the papers sent. Our correspondent should have forwarded his letter to us direct, not through the columns of another journal. In reply to our correspondent's second letter, we shall be glad to receive information.

"Tyro," (Bristol).—We advise him to get "Tredgold's Carpentry," or Peter Nicholson's volumes on the same subject, and copy the diagrams.

"Self-Acting Water Closet."—In reply to a number of correspondents, Mr. Sisson, corner of Sumner-street, Southwark-bridge-road, is manufacturing the closet under the inventor's directions.

"Apprentice," (Norfolk).—Nos. 2 and 3 of THE BUILDER are out of print. "The Manual of Writing and Printing Characters" would be very useful to a person employed in the way mentioned. The work on ornaments mentioned is not first-rate, but it is cheap, and may be usefully consulted.

"Levelling, &c."—A young man, whose time is engaged in the day, wishes to know where he can be taught the theory of levelling and surveying, use of instruments, &c.

"Bishop."—A correspondent inquires for a person of this name, who gave attention to warming and ventilating rooms.

"Dr. L." postponed till next week by accident.

"C. B." (Wood-carving).—Every architect's clerk who makes a drawing from his employer's sketches has as much right to claim public acknowledgment of his share in the work, when completed, as "C. B." seems to have in the case mentioned. What works has "C. B." produced of himself? Will he let us see them?

"C. H." (Shepherd's Bush).—York Minster stands on much more ground than Westminster Abbey Church. The area covered by the former may be roughly stated at 86,000 square feet; by the latter, including chapels, 67,000. The Chapter-house, cloisters, &c., are not included in either case.

"Juvenis."—There is no circulating architectural library. We wish there was. Students at the Institute of Architects have access to a good library, open all day, and three evenings in the week.

Received: "The Rev. J. F.," "W. H." (Bromley); "S. J." "J. L." (Board-street); "An Observer;" "A Non Parishioner;" "Double Entry Elucidated," by B. P. Foster (Souter and Law, Fleet-street).

ADVERTISEMENTS.

ROYAL ADELAIDE GALLERY.—A NOVEL ENTERTAINMENT.—Atmospheric Railway daily, with explanatory lectures. The New Zealand Chief, Fabe a Range, will give a course of Lectures on the Manners and Customs of New Zealand, in the evenings of Monday, Wednesday, and Friday next. Mr. Russell continues to deliver his unequalled lectures on Character, Tuesday, Thursday, and Saturday evenings. Lectures on Science, &c., Daily, including Major Brannwell's Artificial Memory; Beale's Rotatory Steam-engine; Hollman's Locomotive Engine for ascending inclines on railways. Every Evening a grand Promenade Concert, supported by first-rate talent, both vocal and instrumental.

A MAGNIFICENT, EXTENSIVE, AND UNIQUE COLLECTION OF TROPICAL FRUITS, modelled by Mons. Grunard during his long residence in the Isle of France, is just deposited at the ROYAL POLYTECHNIC INSTITUTION. The ATMOSPHERIC RAILWAY is lectured upon by Professor Harnboller, and exhibited daily, and in the evenings. A NEW AMERICAN INVENTION, COLEMAN'S PATENT LOCOMOTIVE ENGINE for ascending and descending inclined planes on railways without the aid of stationary power. SWIMMING AND DIVING ILLUSTRATED by the Son of Capt. Stevens, the celebrated teacher of Swimming, on Mondays, Wednesdays, and Fridays, at Two o'clock, and on the evenings of Tuesdays and Thursdays, at half-past Eight o'clock. The other Exhibitions, &c., as usual.—Admission, One Shilling; Schools, half-price.

SNOWELL'S PATENT REVOLVING WOOD SHUTTERS.

WM. SNOWELL, 96, Regent-street, and 131, Chancery-lane. These Shutters combine Economy with perfect Security, having the edges sheathed with iron; the cost little more than common shutters, and of such simple construction, that the largest establishments can be opened or closed in a few moments with the greatest possible ease without the use of machinery. One great advantage over all other revolving shutters consists in their being made without metal hinges, consequently cannot rust or get out of order.—Highly satisfactory references of their utility can be given to establishments where they are now in use.

WINDOW BLINDS, ORNAMENTAL WIRE-WORK, FLOWER-POT STANDS, &c.

To Architects, Builders, Contractors, Upholsters, and others.

M. H. BUSBY, NEW VENETIAN HOUSE, 7 and 8, Anderson's Buildings, City Road, London. Manufacturers of every Description of Window Blinds on the most approved principles, namely, the Spanish, Oriental, Florentine, Louvre, and Venetian Sun Shades, for the exterior; and Venetian Dwarf, Metallic Gears, Perforated Zinc Blinds, Transparent, Land-scapes, and Holland Blinds on Springs, Patent and Common Rollers for the interior; Blinds for Shop Fronts, Plains and Ornamental, on the most improved plans. Old Blinds Altered, Renovated, and Repaired. A variety of Flower-pot Stands always Ready. Rustic, Portable, and other Garden Seats and Stools; Wire-work for every purpose useful and ornamental. Venetian Blinds for Exportation.

E. G. TRACING-PAPER.—It is warranted to take Ink, Oil, or Water colour, and is sold by Mr. T. HORNE, Seal Engraver, 2, Chancery-place, Temple Bar, at the following cash prices:—

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50 by 40, at 11s.	50 by 40, at 11s.	50 by 40, at 11s.	50 by 40, at 11s.
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TO CONTRACTORS, RAILWAY DIRECTORS, ARCHITECTS, SURVEYORS, &c.

HUNT'S IMPROVED PATENT URINAL for Railway Stations, Hospitals, Public Offices, &c., is wholly free from metal, and thereby any deposit of ammonia is wholly prevented, and consequent tainting of the atmosphere. It is more slightly and much more economical than any article yet introduced for its intended purpose. Reference given to public offices, where it may be seen fixed. It is admirably adapted for its purpose, and cannot fail to be extensively adopted in railway stations and other places. Water is admitted through small holes all round the rim, whereby it is cleaned. It is superior to any thing of the kind yet seen, and deserves to be generally known.—"The Builder."

Wholesale Depot, Queen's-row, Finsbury.

VARNISH.—It has long been a desideratum amongst the consumers of Varnish to obtain a good and genuine article; brilliancy, facility of drying, hardness, and durability are the qualifications necessary, but these are seldom if ever found united. The experience of a life-time devoted exclusively to the manufacture of this article, the great and important discoveries of modern chemistry, and the daily improvements in machinery, have enabled Messrs. George and Thomas Wallis to produce Varnishes, both oil and spirit, unrivalled in every respect, and they confidently recommend them to the trade, as deserving of notice both in price and quality.

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Many substances have been used and much time spent in endeavouring to find a cure for a bad knot, but hitherto without success. Messrs. Wallis therefore feel much pleasure in offering to the public an article so long and annually called for.

In the application, still is not required; a boy can use it as well and effectually as the best workman; it is put on to the work with a brush like common paint, can be used in all climates and situations, and does not require heat.

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